

TENNESSEE GENERAL ASSEMBLY
FISCAL REVIEW COMMITTEE



FISCAL NOTE

HB 1767 - SB 1840

February 6, 2016

SUMMARY OF BILL: Authorizes the Department of Transportation (TDOT) to repair the historic bridge on State Route 2/U.S. Highway 41 in Hamilton County to conform with industry standards effective at the time of its construction, or with current industry standards if constructed before the effective date of any applicable industry standards. Exempts the historic bridge from any standards requiring the installation of guardrails or other barriers.

ESTIMATED FISCAL IMPACT:

Other Fiscal Impact – This bill authorizes TDOT to repair the bridge, but includes a provision specifically exempting the bridge from any standard that would require installation of guardrails or other barriers. To the extent TDOT elects to repair the bridge, which would require the installation of new guardrails to meet current safety standards, the one-time increase in state expenditures to the Highway Fund is estimated to be \$342,500.

Assumptions:

- According to TDOT, the bridge on State Route 2 was constructed around 1937 and TDOT is not aware of any industrial standards related to guardrails during that time.
- TDOT indicates that to rehab or repair the bridge, the Department would utilize a classic shape rail meeting current crash safety criteria known as AASHTO's MASH (Manual for Assessing Safety Hardware).
- Based on the information provided by TDOT, the bridge on State Route 2 has a rail length of 1,470 feet. The cost per linear foot based on a recent bridge project is estimated to be approximately \$233. This price includes the removal of the old and the construction of the new rail.
- The one-time cost associated with repairing the bridge to meet current safety MASH criteria, by installing new replacement guardrails, is estimated to be \$342,510 (1,470 bridge feet x \$233 cost per linear foot).
- Given that no other repairs or modifications were identified by TDOT in their response to the bill, it is assumed there would be no other modifications or improvements required in order to bring the historic bridge up to current safety standards.
- The bill exempts the historic bridge from any standards requiring the installation of guardrails or other barriers; therefore, it is assumed the bill does not require TDOT to

perform any such repairs, improvements, or installation with respect to guardrails or barriers.

- To the extent TDOT elects to install the guardrails as a result of this bill, the one-time increase in state expenditures from the Highway Fund would be \$342,510. Otherwise, the provisions of the bill are considered not significant.

CERTIFICATION:

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in blue ink that reads "Krista M. Lee". The signature is written in a cursive, flowing style.

Krista M. Lee, Executive Director

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